Two Dollars if not paid in advance. THE LABOR LAW.

SIX MONTHS ...

Among the most important laws passed at the late session of the Legislature is the Act to make it a misdemeanor to entice away laborers under contract with another, or to knowingly employ such a laborer. This Act was introduced by Mr. Strom, of Edgefield, and its enforcement will afford the planters of our country protection from a very decided annovance and loss. Those who criticise the law generally do so on the ground that it places some unfair restriction upon labor, and one of our contemporaies, the Abbeville Press and Banner, which is fair and conservative in its course, has fallen into the error of saying that about the only piece of demagogism of which the last Legislature was guilty was the passage of an Act to punish a laborer for violating his contract. This is a great mistake, for no such Act was passed. The provisions of the new law are intended to reach the employer who causes a laborer to violate hi- contract. The man who induces the laborer to violate his contract is punished, but not the laborer himself. The new law reaches the man who does not employ enough labor, and in the busy seasons injures his neighbor by enticing off his hands. There is a right of suit for damages on the civil side of the Court at common law, but its remedy would not reach the man who has less than the homestead exemption. The effect, therefore, of the new Act is only to place all men upon an equality, by providing a punishment which will reach the man who has no property as well as the one who has. It equitable and right. It is neither morally nor legally right for one citizen to induce a laborer to violate his contract with another citizen. Whoever does it wilfully and knowingly, as the Act forbids, ought to be punished. We were in favor of the law when it was before the Legislature, and have seen nothing to induce any change of opinion upon it.

RAILROAD CONTRACT.

The Board of Directors of the Savannah Valley Railroad Company met at Anderson on last Thursday to open and award contracts for grading twenty miles of the Road from Anderson Court House towards Lowndesville. Two bids were made for the entire line, and one additional bid for the first two miles. The contract was awarded to Capt. Wm. Jones for the entire twenty miles, at \$1,250 per mile for the first two miles, and \$575 per mile for the remaining eighteen miles, or an average of \$642.50 per mile for the whele length, with an additional stipulation for three dollars per acre for grubbing second growth, and four dollars per acro for grubbing original growth. The contract requires payment at the end of each month upon the estimate of the Company's Engineer at the rate of 85 per cent. of the amount due, the remaining fifteen per cent. being retained by the Company as a forfeit. If any contract was to be awarded at once, the one made was no doubt as favorable as could be obtained. Capt. Jones is the right man for the work, and can. Tise contract is a favorable one for the Company, for it will consume only about \$14,000 of the \$55,000 capital of the company in grading twenty miles, leaving \$41,000 to grade the emaining and Augusta Road. This contract is Edgefield Court House, but the work is heavier on the lower part of the line, and it is not expected to do so well. Even if it should require \$1,100 per mile below, the company will have money enough to reach the Greenwood and Augusta Road, and additional subscriptions

can be obtained to carry it to Aiken. We think the prospect of securing the Road at least to the Greenwood and Augusta Railroad connection are now very fine. Capt. Jones will begin work near the residence of Rev. W. H. King during the first of next week and push his contract as rapidly as possible to comple-

LITTLE MEANNESS.

and had fought with distinction in the and had fought with distinction in the battle on Lake Erie, but when the war broke out between the North and the South he resigned his commission, leaving the sum of \$136.00 due him and unpaid by the Government. He did not take either side during the late war. He did not take either side during the late war. He did not take either side during the late war. He lit is being and will be equally enforced against all.

It will take less money to reach Charling to each the will a few miles of A-heville. This they have determined to do; and although they failed to secure convicts to labor on this route, Blue Ridge routes; and we are informed that by building about seven miles of the less money to reach Charling to give out content that by building about seven miles of the less money to reach Charling to give out content that by building about seven miles of the less money to reach Charling to give out content that by building about seven miles of the less money to reach Charling to give out content that by building about seven miles of the less money to reach Charling to give out content that by building about seven miles of A-heville.

The United States Senate on last Fringer the service of the prading of twenty miles of the less money to reach Charling to done to within a few miles of A-heville.

The United States Senate on last Fringer the service of the less money to reach Charling the late with the late war.

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The United States Senate on last Fringer the late war.

The United States Senate on last is now dead, and Mrs. Page, his widow, United States Marshal for South Carolizaked the Government to pay what it had with Wallace's record should be conwould have thought millions of dollars present administration, of iniquitous frauds were about to be fastened upon the country by a set of coulawed rebels, instead of simply a resolution to pay a poor widow the small sum of \$136.00, which the government of them." Exactly the authority which has owed for twenty years. In this Brother Saukey has for his statement he meanness Gen. Brogg, a Democrat, of does not reveal, but it no doubt horrifies Wisconsin, also took a conspicuoto, part, the Blue Blooded Paritans of the Hub, as usual, showing all of the venom of and from this time forward they will which he is so capable, and absolute have a miserably poor opinion of Brother truculence to the feeling of hate which | Saukey's judgment-in fact, they have pervedes the West. It is also due to the | already lost confidence in him.

bate was a disgrace to the Republican party, and should particularly consign Gen. Bragg to deserved odium. It is to the credit of the country that a favorable whole upon the bill, and Mrs. Page will, therefore, probably get her money.

The great evils of intoxicating drinks have been receiving much consideration of late, and it is to be hoped no small amount of good will result from the agitation. Not only is the use of strong drink injurious to the persons who imbibe, demoralizing to the communities in which they live, and terrible in their curse upon the inebriate's family, but it s on enormous and total waste. The man who drinks whiskey, wine or beer gets no more nourishment for his money than he could obtain by drinking the pure, sparkling water which is so freely given by the Creator to all his creatures. It may not be generally known, but is nevertheless true, that alcohol and malt D. C., the following graceful compliment have almost absolutely no nutrition. The human system which never secretes | Congress, Hon. D. Wyatt Aiken: "Aud alcohol in any form, and cannot assimilate it at all, is obliged to consume a portion of its energy and vitality in throwing this foreign substance off, and, of course, the more a man drinks the greater outpourings of the akful hearts, wherein will be the tax upon his constitution to get rid of it. Experiments made some years ago by Leibig, the celebrated German scientist, proved that a barrel of body too poor in farmers to furnish membeer does not contain, outside of the water, as much nourishment as the flour that can be placed on the point of a penknife. When this is true, the question is why do men drink? It does not make them any better, nor happier, nor wiser, nor richer. It does not make them any the builders, will soon become the head better citizens nor more valuable members of society. It has a host of evils, and is without anything like an approximate benefit. Men see this; they admit it; and yet

they drink. Not only do they drink, but is difficult to conceive the full extent of the use of intoxicating drinks. The Retailer, which is the organ of the brewers, says: "During 1880 taxes were paid on 13.374,000 barrels, or 414,000,000 gallons. This is equivalent to about 150 mugs for every man, woman and child in the country. Leaving out the females and children, this vast quantity represents 600 glasses a year for each male over 21 years old in the United States. When we consider the very large number of adult males who drink no beer at all, and the other host who partake of it only in the most moderate manner, and at more or less protracted intervals, it is evident that some other Americans must drink a great deal. At five cents a glass this beer manufacture of 1880 brought \$375,000,- route, for that reason, will most likely be 000, or about \$7.50 per capita for every man, woman and shild. This is a quarter more than the total expenses of running the United States Government." Think of it! The beer which pays taxes in one year would retail at near four mile lion dollars. How much is made with out paying the tax? How much whiskey, how much brandy, how much whiskey, independent route to the sea. This road independent route to the sea. This road has determined to extend as Knoxville if any man can make a success of it he how much rum and how much ale is conwould be many times as great. This exhibit not only shows the wastefulness of intemperance, but it also shows what little things can do. Five and ten cents thirty-five or six miles to the Greenwood a drink in the United States alone raises billions of dollars every year. This awarded at the rate of about \$700 per money, if saved, could do so much good, mile, so that the same rate would grade | and make so many poor people happy, 783 miles, or about carry the road bed to that it is a national sin to waste it in strong drink.

fers to the fact that there have been more colored men than white men arrested under the new law, and expresses the hope that the law will be enforced against the white as well as the colored man. We are somewhat surprised at as well informed a journal as our Charleston contemporary making such flings at the administration of law in this State. It really reads more like the New York Times or Tribune than the News and Churier. We cannot discover one particle of discrimination in the enforcement or administration of law against either race, and, if such discrimination exists, those The Republicans are continually taunt- who know of it should plainly point out ing the South with repudiation, and yet and condemn it, not by insinuation, but they have no scruples against voting in by open and clear exposition. The fact opposition to paying honest debts when that more negroes than white men have their prejudice or partizanship can be subserved by doing so. Last week a bill came before Congress to pay Mrs. Page, of Virginia, \$136.00, the balance due her of Virginia, \$136.00, the balance due her more negroes carry pistols, and because husband for salary as Captain in the there are few white men that violate this United States Navy, previous to 1866. iaw, is no reason why many negroes built. The Spartanburg and Asheville Captain Page had long been in the ser-should be allowed to violate it. We Railroad is in operation from Spartanvice of the Government in the Navy, agree with our contemporary that the law should be strictly enforced against

In speaking of the efforts to enforce

the pistol bill, the News and Courier re-

is old and in needy circumstances. She na. This is as it should be. No man owed for twenty years, and upon the con- firmed by a Democratic Senate. His sideration of the bill to pay her claim, rejection gives to President Hayes the the Republicans make it the back of a appointment of Wallace's successor. vigorous effort to regive the memories of the civil war by declaring that Captain Page deserted the flag, and thereby forfeited his claim. They descanted upon rebal claims and raids upon the treasury, Obio (?) man. A man from any other rebel claims and raids upon the treasury, Obio (?) man. A man from any other until one unacquainted with the facts State does not stand any chance with the

The great revivalist Sankey says

Republicans to say that Gen. Chittenden, The bill to place Gen. Grant on the re- to the mile. The preset terminus of the of New York, advocated the bill, and tired list has again been giving the Seamade a manly speech in its favor. He ate trouble. Schator Lamar spoke in and Mr. Wright (Dem.), of Pennsyl- favor of the resolution and voted for it. vania, each offered to pay the claim if but the Senate had too much conserva-Mr. Goode, of Virginia, who had it in tism to follow him. Very few persons charge, would withdraw the bill. Mr. would object to pensioning Gen. Grant, Goode declined, saying that Mrs. Page | if it had nothing beyond a personal bearwas not asking charity, but simple justing. In this case, however, it is equivatice-the payment of the small debt lent to a recognition of the monarchial owed her by the Government. The de- idea that official position elevates a man above work. In this country no such doctrine should find lodgment. The man who has been President is not entitled to any greater privileges under the report was made by the committee of the law than the humblest citizen who voted for him. Any other doctrine tends to the establishment of an aristocratic circle, and is subversive of all true republican principles. Such a proposition would not have emanated from any other President than Gen. Grant. He seems to think it his mission, since he has exhausted the positions that precedent allows him, to introduce as many innovations as possible and to take all that he can get. The Union owed Gen. Grant a great deal, but it has most amply paid the debt. If he is not able to support himself some of his charitable friends ought to assist him, and let the country have at least a breathing spell from his rapacity. At the fourteenth annual session of the

National Grange, Patrons of Husbandry, held recently in the city of Washington, was paid our immediate representative in to that other servant who has stood almost alone as the guardian of our interests against the despoilers in the House of Representatives we offer the he will be forever enshrined as the gallant knight whose lance has more than once punctured the vain conceit of the bers enough for a committee on agriculture, wherein our profession is crucified between its despoilers, defamed and reviled. Let us hope that our Representa tive, born and reared in the profession which he honors, although rejected by of the corner."

The Democrats of Tennessee have done a sensible thing in electing Hon. Howell E. Jackson, a State Credit Democrat, to the United States Senate. This, at least, the terrible habit is on the increase. It gives the Democracy a wholesome check

upon the incoming administration.

Charleston.

The early completion of lines of railway connecting the whole Northwestern railway system with K-pxville is now assured. At the annual meeting of stockholders held last week, the Direct ors of the Kentucky Central Railroad were authorized to extend their line to connect with the Knoxville branch of the Louisville and Nashville Ra I oad The extension will be from Lexington to Roundstone, a distance of 58 miles, or from Paris to the same point, a distance of 71 miles. The cost will be about \$2,00 000. By building from Paris inchosen. In the President's report to the stockholders the reasons for pushing to the South are frankly given, and they dispel some of the clouds which have surrounded recent railroad movements in the West. The new combination which looks to Charleston as the objective poin on the South Atlantic is not primarily of branch from Livingston, the present terminous, to the Tennessee line, where it will connect with the Knoxville and Ohio Railroad, which will be built as rapidly as practicable from its present terminus at Caryville to that point. The completion of the Louisville and Nashville exten-sion and of the Knoxville and Ohio extension will put Louisville and the whole West and Northwest in close connection with Knoxville, while the Kentucky Central by its extension to Roundsto Central by its extension to Roundstone will connect likewise with Knoxville. At Knoxville, connection is made with the Tennessee and Virginia Roads, and freight and passengers can go down to Chattanooga and Atlanta or up to Baltimore, Richmond and Norfolk. Butthere is little to gain if the new line is that is little to gain if the new line is to halt and the Virginia ports can be reached without this. The purpose is to get to the South, Atlantic without touching Chattanooga and Atlanta. As we have asserted confidently for years a short, direct, and independent line from the Northwest to the South Atlantic coast is an imperative necessity. Thousands of miles of railroad with an enormous busi-ness cannot afford to be dependent on the single railroad which connects Chatta-nooga with Atlanta—the only railroad connection, at present, for the Northwest and Southeast, between Lynchburg, Va.,

and Montgomery, Ala.

In a short time, under the arrangements which have been made, the railroad business of the Northwest and West will be ready to pour down to Knoxville. What next?

From Wolf Creek to Hendersonville, Railroad is in operation from Charleston) burg (where it connects with Charleston) to Hendersonville, and the grading is done to within a few miles of A-hevilic.

carried economically and easily.

A second route is by the Blue Ridge Railroad. This road is in operation from Auderson to Walhalla, and from Maryville to Knoxville. A rough estimate is that the road can be completed for about \$3,000,000, but the Knoxville Several million dollars have already

been spent upon the road.

Another route is by the Eastatoe Gap, which Senator Butler describes, in a recent letter to Senator Pendleton, as fol-

cent letter to Senator Pendleton, as follows:

"Our people on the south or east side of the Blue Ridge range of mountains are extremely anxious to make some direct railroad connection with Cincinnati and the Western cites. The chief obstacle to this very desirable end—the hitherto impassable barrier of the mountains—has been lately overcome by the discovery of a pass through which a railroad may be built, as I am informed, without a tunnel or a treatle, and with a grade of not more than seventy-five feet.

Cincinnati—we believe Edgeneld would do hers. Both Charleston and Edgefield bave missed too many grand chances in the past to be slumbering now over per has the same talk of opening an additional line from Columbia to Charleston. This can be done by building a road from the Wilmington, Columbia and Augusta Railroad, via Mauning, to the Northeastern Railroad.

The persons at the back of this are the lower per has first a pound. This encouraged me, a pound. This encourage

Cincinnati Southern Railroad at Chatta-nooga is to far toe the west for its extenon through this gap, and does not reach -directly at least-those ports on the Atlantic coast nearest to Cincinnati. Nor can it traverse that fine agricultural and manufacturing region lying between the Blue Ridge and the seacoust, without branch diverging from its present line eastwardly, so as to pass the moun-tains through this natural opening. Links of a trunk line are now being graded from Aiken, S. C., to Edgefield and from Easley Station, on the Air Line Railroad, towards this gap, (Eastatoe) which, if you will examine the map, y will find is the nearest route from C cinnati to Charleston. I say 'links of trunk line.' I mean that different railroad companies under charter from South Carolina are being thus graded, which by consolidation could be made a trunk lin and with continuation through t mountains, and Western connections would make the shortest line to the sea coast. Is it practicable, do you think, to make this connection with any of your roads, so as to make an independent direct short trunk line? If so, in my judgment, one of the best and most pro-fitable lines could be established on the continent, and at a smaller expense tha my similar enterprise in the These roads on the cast side of the Blue Ridge are being graded with convict labor, and one of them has not cost more than \$250 per mile, for the grading, for the ast eight miles. It is true the progress slow-for the want of capital in extension to Cincinnati and the Wes ern cities, capital would be forthco for their early completion. Port Royal harbor, as you know, is one of the fine-t on the Atlantic coast, with water of sufaffoat; and when the Charlestion jettie two or three years, we hope to have twenty five feet of the water at the bar, so that the shipping would be amply accommodated for any amount of freight

age. "Since the completion of the Southern Cincinnati, terminating as remotely as it does from us, many of our business men are turning their attention to Cincinnati or many of your manufactures, such as buggies, carriages, wagons, furniture, hardware, &c. And, of course, with a direct trunk line of railroad through these mountains, at a point such as I have indicated, this feeling would be improperly improperly increased. mmensely increased, and a reciprocity of profitable trade established. That section of country north of a line drawn from Augusta, Ga., through Columbia and Cheraw, in S. C. is unsurpassed in any part of the world for its endless wa ter power for machinery, and cotton manufactories are being and will continue to be built upon them. These manufactures will of course want a market, and your city and other adjacent Western cities will be important customers if quick, direct transportation should be at

and to take them away.
"Last summer, after I left you in Kentucky, I came over the Southern Cincinnati to Chattanooga from Lexington, Ky., in about ten hours. What is wanted is a road to Knoxville, and thence Railroad Movements-The West and through the mountains at some convenient pass direct to the Atlantic coast. Could not the Kentucky Central reach ut in that direction and establish an in dependent trunk line such as I have sug gested? Our people in South Carolina would take hold of such a project with earnestness and zeal, and afford every asistance in their power to make it one of the finest commercial highways in America. We have spent a vast amount of money on the Blue Ridge Railroad, which was to cross the mountains at the Rabun Gap; and but for the intervention of the war, the road would have might still be adopted with advantage, e Gap route, it would doubtless be cheaper than the Rabun Gap route. Either, however, would accomplish the object to which I take the liberty of calling your attention, namely: A short direct, economical trunk line from Cin

cinnati to the Atlantic coast " Senator Pendleton's letter, in reply, dated December 23, 1880. He says: "This subject occupied the attention of Cincinnati as long ago as I can remember. Indeed, one of the earliest recollections I have is of an illumination of sioners from South Carolina, in the in-terest of railroad connections. It is very obvious that the interest of both sections shown, that these acts occurred notably will be advanced by greater facilities of intercommunication than we now have. The Cincinnati Southern Railroad, finding its terminus at Chattanooga, does not answer all the requirements of active business between the control of th answer all the requirements of active of which you speak. The difficulties in the way of building the railroad, though great, are by no means insuperable. Examinations and surveys are continual ly pointing out advantageous gaps and water ways, by which grades can be reduced, and heavy tunnelling, in a great measure, be avoided. The new routes to which you allude tend in the same direc-tion. Lately much interest has been excited in Cincinnati by a proposed extension of the Kentucky Contral Railroad and the Louisville and Nashville Railroad to the Tennessee State line, there road to the Tennessee State line, there connecting with the road to Knoxville, and the prospect is that this extension will be speedily made. The roads leading south from Knoxville, combining with this extension, will accomplish the purpose which you have in view."

Coming from one of the largest stock-holders of the Kentucky Central Railroad this letter was highly encouraging and

this letter was highly encouraging, and the extension spoken of, as we have seen, is now determined on. In publishing the letters of Senators Butler and Pendleton the Edgefield Advertiser says:

"No doubt when Senator Butler wrote thus to Senator Pendleton he had in his mind's eye the late change in the charter of the old Savannah Valley Railroad Company. At the last session of the Legislature the charter was so amended that, instead of running from Anderson, on the west side of Rocky river, down the immediate valley of the river to Hamburg, as was the original intent, the company may now run their road on the east side of Rocky river to Belton, and from Belton, due south, to Dorn's Mine, ways of the river of the Fdeefeld with the Edeefeld with the Edeef some fifty miles, on the Edgefield and Abbeville line. This they have determined to do; and although they failed to secure convicts to labor on this route, tracts for the grading of twenty miles of the road, commencing at Anderson Court House. At the next session of the Legislature they will again apply for convicts, and will doubtless get them. And of course the ultimate design of the Savannah Valley Company is to push on their road to meet ours at Edgefield. their road to meet ours at Edgefield. From Dorn's Mine to Edgefield is twenty-four miles; and a railroad route al-ready carefully reconnoitered makes it only twenty-two. From Edgefield to Aiken, by the road now in progress, is

twenty-one miles.
"So in this year of grace 1881 another "So in this year of grace 1881 another grand opportunity opens itself to Edge-held, and more particularly to Charles-ton. And if Charleston would do her duty—for there is no doubt of this being the shortest and most direct route to Cincinnati—we believe Edgefield would do hers. Both Charleston and Edgefield

capitalists interested in the Greenville Ohlo Agaju, and this Time a Brotherand Columbia Railroad and Atlantic Coast line. But the true pivotal point, in the Northwestern railroad movement

rails are being laid from Branchville to promoter of the operations by which the Columbia and Augusta. Much has been difficulties in Louisiana that met the done towards putting the depots and Administration after the electoral vote platforms in order. But the Charleston of that State had been secured were to the water side. The new steamships position.

will be ready by the fall, if there be no "In political life he has been created." delay in selling and reorganizing the road, and the work of extending the tracks to the Cooper River can begin at once. With more swift steamers for the During his short career in the Senate he once. With more swift steamers for the New York line, and the means of dis-charging and loading heavy freight at the water side, the South Carolina Railond will be in position to accommodate all the business that can be obtained, and will reach out for business that is not, at present, available. We shall have the Knoxville connection some day; and we shall have it soon, if the South Carolina Railroad can be sold and reorganized during the spring and summer. There is no obstruction, we believe, except by its restoration. He argued that silver is no obstruction, we believe the results of the Government to pay its debt in the depreciated coin, his purpose is no obstruction, we believe, except by its restoration. He argued that silver all the business that can be obtained, and the holders of a comparatively small amount of Non-mortgage bonds, and by the counsel for the old Syndicate, who claim fees amounting to twenty-five thousand dellars, which the New York Purchasian Committee are unwillington. Porchasiog Committee are unwilling to appreciation of legal tender notes, that stands in the way of the immediate to the real basis of comparison by a refthe South Carolina Railroad in the bands of the new owners. After that, for Charleston, the outgoing and incoming trade of the newlecting trade of the new trade of the newlecting trade of the new tr completion of the arrangements for put-ing the South Carolina Railroad in the ng trade of the mighty West!-News of general champion o

Stolbrand Against Alken.

Hon, D. Wyatt Aiken has retained Col. E. B. Gary to manage his defense in resisting Gen. Stolbrand's claim to his seat in. Congress Col. Gary served his answer yesterday on Stolbrand which was as follows:

was as follows:
Washington, D. C., Jan. 22, 1881.
C. J. Stolerand, Esq., Columbia, S. C.:
Sir: Your notice of contest "in the
matter of the election of Representative to the Forty Seventh Congress," served upon me by your Attorney J. F. Hobbs, was duly received, and in reply thereto I have to say that I object and except to ach and all the grounds of centest as herein set forth. First, Because the allegations are so

rague and general that they become unaterial, and no evidence would be ompetent in their behalf. Second, No precincts being named, nor frauds specified, nor names of parties to the alleged general frauds being mentioned, the grounds fall from want of

mificient particularity.

Third, Were it possible to prove and establish the general allegations made, there is neither evidence nor claim that the contestant was a candidate for elecon to the Forty-Seventh Congress of the Juited States.

And not waving my exceptions to your said notice of contest, I hereby expressly deny each and all the charges and allegations therein contained and set forth

nd require you to prove the same. Prepared, as I am, to vindicate my right to a seat in the Forty-Seventh Congress of the United States as member from the Third District of the State of South Carolina, I allege and charge as a matter pertinent to the issue raised by you that at various precincts in the Dis-trict persons of color desiring to vote the Democratic ticket, upon which I was a candidate, were debarred the privilege o so doing unless in secresy, or under the protection of their employers; that having voted the Democratic ticket they were proscribed and maltreated by par-ties, both male and female of their own race; that Republican voters on the day of election, took possession of the polis and held them as long as they were able to the exclusion of Democratic voters;

at various precincts in the District.
All of these several and various alle shown, that these acts occurred notably at Columbia, Richland county, Pomaria, Newberry County, Greenwood and Cokesbury, Abbeville County, and Lexington Court House.

I further charge and shall offer to

rove that at every precinct in the Dis-rict colored voters desiring to vote the Democratic ticket were compelled under duress to vote a ticket other than that of

choice.
Respectfully, &c.,
D. WYATT AIKEN.

The Greenville and Laurens Road. The Board of County Commissioners

of Greenville County have called a con-vention of taxpayers of Greenville Coun-ty to meet at Greenville Court House on Sebruary 7, to determine the question of subscribing to the capital stock of the Greenville and Laurens Railroad Comoany and to fix the amount of subscripion, the same to be thereafter submitted o the qualified voters of the county for ratification.

The company propose to build a road from Greenville to Laurens, and, in aid of the enterprise, ask of Greenville County the subscription of \$50,000 in bonds. There is considerable excitement over the project, and the friends of the movement are confident of success. movement are confident of success, movement are confident of success. There is, however, a spirited opposition to the construction of the road. The Greenville Enterprise and Mountainees disapproves of the measure, because of the company under the present plan of the company the road can only be a local one for the section of country through which it is to pass, and cannot affect one way or another the prosperity of the country in general or enhance the value of its lands as a whole. If it is the design of the company to ultimately extend the road to Asheville so as to gain the western connection such intention should be stated, there being more reason for the issue of bonds for such a line.

Le Duc's Tea.

"What success have you had with the tea business, General " "An attempt was made to raise tea about thirty years ago in Georgia," replied the Commis-"An attempt ago in Georgia," replied the Commissioner, "and the teit plants had grown up into a sort of hedge there, when a man came to me who had been raising tea in Asia, and made the proposition to give it a trial again. He went to that place, about forty miles from Savannah, cultivated some of the old plants, planted some new ones, and gathered a trop. I have a machine here made in crop. I have a machine here made in England for making tea, drying the leaf, etc., which can do as much work as five hundred people a day, and have pre-pared some of the tea. I took it to A. A. Low, the eminent tea merchant of New York, and asked him to have his xoert examine some of it, without say-ing where it was raised. The expert aid it was raised in India, in the pro-The expert vince of Siam, and was worth fifty cents. pound. This encouraged me, and I hose a place in South Carolina to begin the systematic culture of tea, which the proprietor, Mr. Middleton, allowed me to have for \$1, and I am now cultivating the tea. We can raise tea, I am satisfied, all_along our Atlantic slope, from the ower part of Virginia out to Texas."

It is not necessary for a Democratic

nillion dollars which the road represents lie dormant, and are unavailable as an effective force in railroad combinations.

The first thing to do is to put the South brother-in-law and intimate, personal Carolina Railroad in first-rate condition.

From Charleston to Branchville the track has been laid with steel rails, and such has been laid with steel rails, and such

distinguished himself by advocating some of the most vicious measures proposed at a critical time in our financia

his reasoning in dealing with the operation of general principles. He was the champion of the corporations against the These incidents in the history of Mr.

Matthews are mentioned as illustrating his lack of the judicial character. He may have been honest and conscientions in what he has done, but he has neither been judicial nor judicious.
"If the character of our highest tribu-

the appointment. No other but the qualifications of the Judges can hold it in that esteem and reverence which it is desirable that it should have from all parties and classes of citizens.

Every new appointment should raise type of the seat vacated by Judge Woods. He will doubtless be confirmed, and then Judge Pardee, an Objic man, will step Judge Pardee. and strengthen it in the estimation of the people, and no consideration should determine the appointment except the eminent fitness of the man for the place.

That this is a spould raise into the district judgeship. There is nothing in politics equal to an Ohio men.

— The wheat crop of southern Illinois, Southern Indiana and probable of all That this is the consideration that induced President Hayes to appoint Mr. Matthews no one will be bold enough to pretend. Political and personal grounds are the only ones upon which the action is to be explained. But it is highly characteristic. The President is theocharacteristic. The President is theoretically in favor of selecting the best and fittest men for office, but he lacks the firmness and resolution to put theory in practice, as he has been proving for four years. If the appointment of Mr. Matthews is confirmed, we can only hope that his judicial career will redound to his honor and that of the country. We can have no assurance of it from what is known of his qualifications."

President Hayes behaves as if the first uty of a President were to provide for duty of a President were to provide for his friends and dependents, and he is making the best of his opportunities. Having in mind his generosity in distributing public offices and his personal penuriousness, the public will begin to suspect that a desire to save the cost of suspect that a desire to save the cost of the suspect that a desire temperance (barring Roman pun enforced at the White House dinners.

Blaine Saluted as Premier.

WASHINGTON, Jan. 27 .- Senator Beck, of Kentucky, made an earnest plea to-day in support of the bill to admit forcitizens, to American register. He attacked the protective policy.

Senator Conkling surprised the Senate and the galleries by paying the closest attention to the speech. He even took a seat in the circle and faced the senators.

A number of New York shipping mer-chants were present. The Maritime Exchange is very anxious that the bill should pass this ression, for they have no nope of any success with it in the next longress. Mr. Blaine also listened Congress. Mr. Blaine also listened closely to Mr. Beck's speech, and rose to reply. Mr. Conkling did not appear to know that Mr. Blaine was speaking.

There have been rumors this winter that Mr. Blaine would shortly announce a change in his views and favor free ships. He most effectually stopped that rumor to day. He spoke with more energy and fire than he has shown in the Senate for more energy and months. Basing his remarks on his opening statement that the policy advocated by Mr. Beck looked forward to

permanent dependence by this country upon England for its ships, he taunted Mr. Beck just a little on the political side of the question, saying that the Democrats had gone to the country on that, and that it was not necessary to speak of the result.

The Senator from Kentucky was quick there to believe.

early to proclaim the policy of the Ad ministration to the country.

Blaine's speech was really a

in favor of subsidies. He herd up the example of other governments and the policy of this government toward the Pacific Roads, and predicted that it last year, 278,000. would be necessary to resort to the same interests in order to revive our commercial marine.

Return of Captured Guns.

WASHINGTON, January 29. Capt. James E. Jouett, commanding he United States steamer "New Hamp this company was most gratifying, not only to the company, but to the whole the color community of Beaufort, S. C. Yesterday was set apart as a day of rejoicing in commemoration of this event; a salute of nineteen guns was fired in your honor. of nineteen guns was lired in your nonor. As this company represents the State of South Carolina and her Governor, I returned the salute gun for gun. In the evening a banquet was also given in honor of this event. The only invited honor of this event. guests were the officers of this vessel, and they were requested to appear in full-dress uniform, which marks a meet happy nd cordial sentiment on the part these people. Everything passed off in the most pleasant and cordial manner. I hope the Department approves my re-turning the salute."—Dispatch to the New

- The Scientific American estimates that more than \$35,000,000 was brought - Wofford College has one hundred into the United States, last year, by for-

GENERAL HANCOCK ELECTED PRESI DENT .- Yesterday the National Rifle As sociation of America vindicated its name is the South Carolina Railroad, whether the connection with Charleston is to be made by way of Columbia or by the Savannah Valley Railroad. Until the South Carolina Railroad is out of Court and Savannah Valley Railroad is out of Court and south Carolina Railroad is out of Court and south of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court is the Supreme Court in the Supreme Court in the Supreme Court is the Supreme Court in the Supreme Court in the Supreme Court is the Supreme Court in the Supreme Court in the Supreme Court is the Supreme Court in the Supreme Court in the Supreme Court is the Supreme Court in the Supreme C Savannah Valley Railroad. Until the South Carolina Railroad is out of Court and in the hands of its owners, the ten dillion dollars which the road represents lie dormant, and are maximally as an its domain to the same state of the Supreme Court; especially as the other Stalwart newspapers of Creedman time of the same state of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of Creedman time of the same state of the Supreme Court; especially as the other Stalwart newspapers of Creedman time of the Supreme Court; especially as the other Stalwart newspapers of Creedman time of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of Creedman time of the Supreme Court; especially as the other Stalwart newspapers of Creedman time of the Supreme Court; especially as the other Stalwart newspapers of Creedman time of the Supreme Court; especially as the other Stalwart newspapers of Creedman time of the Supreme Court; especially as the other Stalwart newspapers of Creedman time of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of the Supreme Court; especially as the other Stalwart newspapers of the supreme Court is the supreme Court in the supreme Court in the supreme Court is the supreme Court in the supreme Court in the supreme Court is the supreme Court in the supreme Court in the supreme Court in the supreme Court in the supreme C "It occurs to the mind at once that thrown all his influence in behalf of the rifle movement, and has not only suc cessfully urged the authorities at Wash ington to send army teams to Creedmor but has aided the work in many ways, and by his presence on the range during matches.—N. Y. Sun.

- Au Iowa clergyman regulates his steam fleet must be augmented, and the adjusted, but it will strike no one that be four cents a pound for the groom and two to water with the first peculiarly fitted for a high judicial

- At the examination for public schoo teachers of Abbeville, held on Saturday, 22n1 ult., twelve first grade and two secord grade certificates were issued to whites, and four second grade and twenty nine third grade to colored candidates.

- A bill has been introduced in the experience.
"Before the standard silver dollar had State shall carry a saw and an axe. Such a law vigorously enforced in every State would doubtless be the means of saving many lives.

- Hon. Stanley Matthews, of Ohio, has been nominated to the vacancy on the Supreme Bench as Associate Justice, in place of Judge Swayne, resigned. Judge Swayne has been on the bench eighteen years, and retires before too heavy pressure of work. - A revenue force on Sunday hight, 22nd ult., broke up an illicit whiskey

still of 85 gallons capacity, near the State to the real basis of comparison by a ref-erence to what had occurred abroad, he 1,200 gallons of beer and 30 gallons of

ation
the telegraphed to R. S. Hayes, President of the International and Great Northern Thurman bill, and as a lawyer he has been conspicuous in his defence of corporate interests.

The International and Great Police Railroad Company, authorizing the surbeen conspicuous in his defence of corporate interests.

Laredo to the City of Mexico. The surbeen constitution of the corporations against the Railroad Company, authorizing the surbeen constitution of the corporations against the Laredo to the City of Mexico. vey will begin at an early date. One reason why the Democratic papers are in favor of Bruce for the Cabinet is that if a Southern Republican

is to be appointed, he might as well be a gentleman and an honest man, and Bruce nal has declined, it is due to the kind of men who have been appointed to its bench and the causes that have induced the appointment. Sometiment to have been mentioned. - Mr. Hayes has ended the suspens

Southern Indiana and probable of all

other territory on the same parallel is ruined by a hard winter coming in conjunction with the late planting. The diskilled by ice and frost include some of the best wheat-growing sections of the country. -The Horry News says that an effort

is being made to organize a joint stock company for the purpose of putting two new steamers on the route to Charleston, one to run between Conwayboro', on the Waccamaw River, and Charleston and the other to run from some point on the Great Pee-Dee, to make cor the though steamer to Charleston. - The city taxes in Charleston have

wines and other liquors had as much as anything else to do with the economical one ninth as large, would require \$66, punch) 640 to keep her going.

- The Spartanburg Herald takes the ground that "good streets and good roads are a public necessity," and suggests the appointment of a city engineer and a county engineer, who shall receive sufficient compensation to enable them to despite their time to changing and in time to proving the grades of the streets and roads. In order to carry out the scheme the issue of interest bearing bonds is suggested.

— On January 31 a freight train on the North Carolina Railroad going east, consisting of eighteen cars, including a passenger coach, was wrecked one mile south of Gibsonville. The engine and twelve cars left the track, going down an embankment eight feet high. Conduc-tor Halsey and fireman Hanning were instantly killed. Engineer Murphy had his left arm broken and was scalded. The passengers escaped without injury.

- The Southern cotton mill boom seems to have reached the North. The Commissioner of Agriculture of the State is in constant receipt of inquiries from capitalists there regarding the advantages offered by the State for manufac-turers. The latest was one from Philadelphia, asking advice as to the best location for a cotton mill, and on various other matters. The chief point of in-quiry is whether the report that manufactures are exempt from taxation for ten years is correct. This seems to be almost too good for the moneyed men

The Senator from and sharp with his reply. He reminded and sharp with his reply. He reminded Mr. Blaine that the Democratic party had gone to the country, and on the popular vote had probably won. He added that the party went to the country in 1876 and won, and had been cheated out of its victory. Then he said that he was not its victory. Then he said that he was north the country in the least that he was north the week, 109,303 bales; same week last year, 104,854 bales; total exports, 2,451,637 bales; last year, 2,075, and United States ports, 2,451,637 bales; last year, 2,075, 282 bales. Stock at all United States ports, 867,627 bales; last year, 950,996 bales. Stock at all interior towns, 161, 774 bales; last year, 271,068 bales. Stock at Liverpool, 473,000 bales; last year, 481,000 bates. Stock of American affont for Great Britain, 461,000 bales;

— A curious experiment is being made in Chicago by a doctor of the Lame of De la Banta. This is nothing less than an effort to make a negress white. De l Banta has so far been quite successfu the face of his patient having bleached considerably by the use of the lotion with which he treats her. The doctor does not in the least doubt the complete the United States steamer "New Hampshire," at the naval station at Beaufort, S. C., makes the following report to the Secretary of the Navy, under date of January 26: "By order of the Department I delivered to the Beaufort Volunteer' Artillery the two brass field-pieces captured by the Navy at Hilton Head, November 5, 1861. The return of these pieces, after nineteen years' captivity, to this company was most gratifying, not this company was most gratifying, not the color returns to the cuticle and the color returns to the cuticle and the whitened negro becomes black again.

—So great has been the success from a business as well as a moral point of view of the coffee-houses established in the chief English cities as a means of keeping men away from the bar-rooms, that the way would seem to be plainly open for similar enterprises in this country. Most of the English companies pay an annual dividend of 10 per cent. on their capital. The coffee-houses supply coffee, ten and carea and carea at the will be filled in the order received.

Jan 27, 1881

Secoming more popular as it is better known. I have a limited number of Ezgs from this stock, and also from other breeds, which are pure, and which I will sell at two dollars per dozen. Orders addressed to me at Anderson, S. C., will receive prompt and careful attention. Persons wishing Eggs should send in their orders at once, stating the kind of Ezgs desired, as they will be filled in the order received.

Jan 27, 1881

Jan 27, 1881 -So great has been the success from a capital. The coffee houses supply coffee, ten and cocoa, soups, cold meats and bread and butter—all the articles being of good quality and the prices low. Newspapers are kept in abundance, and the customers are free to remain and read as long as they please. The coffeehouse which serves as an agency of tem perance must be a sort of club house, to which poor people can resort and find wholesome, cheap beverages that will not make them drunk.

NOTICE FINAL SETTLEMENT. The undersigned, Administrator of Estate of Thos. 8. Mattison, deceased, hereby gives notice that he will apply to the Judge of Probate for Anderson County, on the 4th day of March, 1881, for a Final Settlement of said Estate and discharge from his office of Administration. his office as Administrator.

A. E. MATTISON, Adm'r.

Feb 3, 1881 30 5*

NOTICE FINAL SETTLEMENT.
The undersigned, Administrator of Estate of Martha A. Barksdale, deceased, will apply to the Judge of Probate for Anderson County on the 7th day of March, 1881, for a Final Settlement of said Estate, and a discharge from said administration.

J. B. CLARK, Adm'r.
Fep. 3, 1881 Feb 3, 1881

GREAT SALE of BUGGIES.

LOOK out for the great sale of Open and Top Buggies. They will arrive in Anderson on or about the 10th inst. The work is guaranteed for one year. Manu-factured by the Globe Manufacturing Co.,

W. S. DODD, Waverly House. Feb 3, 1881

NOTICE FINAL SETTLEMENT. The undersigned hereby give notice that he will apply to the Judge of Probate at Anderson C. H., S. C., on the 3rd day of March, 1881, for a Final Settlement and discharge from the Estate of J. J. Acker, deceased.

Feb 3, 1881

H. I. EPTING, Adm'r.

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d, reliable and prompt paying cudomers as can be hought any
are still agents for the celebrated Wando Fertilizer
and there are none better made. Frice of the Fertilizer 475
sephate 375 pounds middling cotton, all told, payable 15th
rybody, and buy your Supplies, Goods and Fertilizers from
now due must pay up at once.

BLECKLIEY, BEOWN & CO.

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SALE OF Valuable Real Estate.

WILL sell on SALEDAY IN FEB-RUARY next, if not sold at private sale before that date, the Valuable Tract of Land whereof the late Rev. Thomas H. Cunningham died seized and possessed, sit-nate in Savannah Township, Anderson County, S. C., adjoining lands of Mrs. Elizabeth Cunningham, J. G. Cunningham, B. F. Crayton, B. A. Davis, et al., contain-ing Three Hundred and Nineteen (319) acres, more or less. One-half of the Tract in state of cultivation, the other half in original forest.

For terms apply to Thomas Steen & Co., Auction and Commission Merchants, Green-eille, S. C., or Dr. R. F. Divver, Anderson,

Mrs. C. F. CUNNINGHAM, Per T. STENHOUSE, Agent. Jan 6, 1881

Administrator's Sale. WILL be sold at the late residence of Newton Scott, deceased, on Satur-day, 12th day of February next, the follow-

the following state of the control o

One Cow. Terms of sale—Cash. WM. McGUKIN, Adm'r.

Jan 27, 1881 PLYMOUTH ROCK EGGS. THE Plymouth Rock is one of the finest and largest Chickens grown, and is becoming more popular as it is better known. I have a limited number of Eggs

Mortgagee's Sale.

DY virtue of the power contained in Mortgage executed by Elias Terrell to John R. Cochran, I will sell at Anderson C. H., on Saleday in February next, the Lot at Liberty Hitl, known as No. 7, conining one acre.

Terms cash—purchaser to pay for papers.

JOSEPH N. BROWN,

Jan 13, 1881 27